United States Circuit Court.

Oct. 29.—The United States as Thomas Colleger, John F. Tallman, John Germain, Educard Hubbard, James L. Jesup. Jos. Shandorf, and Chas. Merrit. [Mr. Merrit has not speared during the trial.]

In Avid Morris was the next witness called for the defence and samined by Mr. Jordan, deposed—I reside in Cross River, Dutchess Co.; I am paster of the Baptist Church in that place; I at one time followed the water; I began in 1800 and quitted it in 1819—20; I have been and still a nowner of a vessel; I was passenger on board the Clay, on 28th of July, '52; I got on board at Poughkeepsie; we did not meet the up boar after I got or boad; she must have passed before in consequence of the up tide; I witnessed the landing of the Clay at Poughkeepsie; law no hurry or extraordinary precipitation in her landing more than usual; see the Armenia landing; her man ner of landing was about the same: she lay at a suitable distance og the islanding; I have had a great cleal of experience in river navigation; I was on the water before the era of stem navigation; I was on the water before the era of stem navigation; I have generally gone in steam part the river when I resided at Tivoli; I never was on her effort that day; I don't think she had more than the state of the contenting a stiff southerly breeze, with an ebb tide?

A. The effect on the water would be to make it rough, and would impede the boat some; there was no creaking nere than usual in boats of that character.

Q. One gentleman has described her as creaking and inclined to break?

A. I did not observe it; all was pasceable, I observed on board, from the time we left Poughkee sale until the time of the alarm; the first I heard was "keep cool, do not be alarmed, there is no danger."

Q. Did you, in walking round the smere pipe, observe any unusual heat?

A. None are than usual; in the alarm I proceeded on the larbora dide; I saw as deen smoke carried affunder the grating by the current of arrivit did not as yet some of points out the grating; it a

Question by a Juror—Could she have been put on shore diagonally?

A. It would be rather difficult to find such a place there without striking some rocks; as it was, it was providential it was low water or more lives might have been lost; the manner in which she was brought in aflorded a greater shelter from the flames than any other, except if she was brought in sideways, which could not be done.

To Mr. Jordan—I could not have managed the boat otherwise, nor selected a better place for going ashore if I had an hour to select it.

Thes. B. Rioder examined by Mr. Jordan, deposed—I reside in the city of New York; I was on board the Clay July 28, 1862; took passage at Albany; I had my daughter with me; she was in her seventeenth year; I was not intimately acquainted with the officers of the Clay; I know Mr. Collyer now, and knew him that day; I had no personal acquaintance with him; the Clay isft her dock a few minutes before seven o'clock, according to my time; I had the New York time; I know the fact that the New York time; I know the fact that the New York time; at the time of leaving the wharf at Albany, I saw nothing unusual; we passed along down and landed at Cox-ackie: from Cox-ackie she landed at Hudson; I do not know that the Armenia landed at Cox-ackie: from Cox-ackie she landed at Hudson; I do not know that the Armenia landed at Cox-ackie; she was astern of us; I know it is shoal navigation at Four Mile Point, four miles above Hudson. Q What is the effect of shoal navigation on the agitation of the boat. A. Boats will draw the water and throw it to the steen; a boat will habor very hard in shoal water; as ebb tide with as iff head breeze will give an increasing motion to the boat; I should think a boat running fire en miles in shoal water would, with the asme power of steam, run twenty in deep water; I believe previeus to coming to Cox-ackie! I was introduced to Mr. Collyer, "I thought the Clay was a fast boat;" Mr. Collyer replied "she is not going fast." there was no conversation to the best of my mov

pass us.

Mr. Hall submitted that if this was to contradict Mr.

Minturn, they should locate the converation to the time be spoke of namely the time of the collision.

To the Judge—There was no other conversation between Harris and Collyer other than that I am relating?

Getimony admitted)

Q. What was Mr. Collyer's reply to Harris when he mad the Armenia would pass us?

A. Mr. Collyer replied "she will not; there is an understanding between the owners, that the Armenia is to reduce the day; I did not observe anything unusual on the leading at Hudson; I was on the larboard afteragn at Hudson; saw the hawers put out; saw nothing unusual in the running of the boat from Hudson to Cat-kill; saw nothing unusual in anything; I have been in the habit of going on steamboats from the first time they run on the North river; the manner of the Clay landing at Hudson was as usual, slow, stop, whut off; there was nothing unusual. A. Did you observe anything unusual attackill? A. The Armenia was at Cat-kill when we came up; the Clay slowed, stop, what off; there was nothing unusual. A. Did you observe anything unusual there; on leaving Cat-kill, the hadron and the same and the large due touth a short distance, and then bear southwest; taking that course, they reach Bristol; at Bristol the Armenia by at the dock, Q. Why didn't the Clay land? A. I observed the Clay ring her landing bell, and I stepp d to the larboard guard, and I heard the bell ring to go ahead; the Clay alowed opposite the dock; I saw no signal for her to land; I did not hear any one of the passengers claim or desire to go ash re; on kaying Bristol dock I should say the Clay was one quarter the length of the be at ahead of the Armenia when he fit her dock; on leaving Bristol dock (Irvoll); neither of them landed at Tivol; they went opposite side of a sloop that lay there; the Clay took the east side, and the Armenia the west; their course was southwry at that time; both was should be above kingston; the boats were then steering rather bearing south; of the course of the surface of the Horny Clay about three and a half miles above kingston; the boats were then steering rather bearing south; when nearing school the they could be continued to the surface of the beat canner they

pushing it aside a little, smoke, mingled with flame, passed up; the venulision is a canwass bag; I pulled it away for the purpose of assing if there was fire belo e; after that the alarm of fire was given; buckts were passed; I passed buckets myself; I left and went back to shere I had left my daughter in charge of Mr. Harris; I met Mr. Collyer, who appeared as if he had come out of the dining cabin; when I got to where my daughter was, the excitement had already commenced; she was rather alarmed; I took her to the starboard side, and told her to hold her head over; I saw one passeager had jumped overboard; the boat was just turning to go to the shore; I told the passeagers to go forward; they were all crowding for the gaugway; having my back against the railings, they pushed against me; I told those who had ladies to go forward, that if they pushed they would shove away the railings; I was then addressed as captain of the boat by some of the ladies; some came and caught hold of me; I then passed my daughter and another lady over into the water; the passeagers were pushing so that I could not get for ward; I took off my coat and all but my pantaloons; I passed four passengers over while the boat was running ashore; I observed efforts made by Mr. Collyer to save passengers; he was in the water passing out boards; I saw Mr. Germain in the water with an axe; I saw Captain Fallman at the edge of the water, the only time I did see him after the boat was ashore.

Q.—Were you remonstrated with by a lady?

Mr. Dunning objected. Admitted.

A.—Yes, a lady addressed me as captain of the boat; Mr. Collyer was not present at the time give left at Pough-keepsie herself, and left three daughters and servant on board, who, I believe, were lost.

Cross examir ed—I timed her from Albany to Hudson; the distance is over thirty niles; she was two hours going it; rext timed her between Hudson and Catskill; she left Hudson twenty minutes past nine, the distance is about six miles. I next timed her from Bristol to Kingston; I am not

she was about ten rods out in the river west north of the cock.

To Mr. Hall—I attended the meeting at Astor House on the 29th of July; I made an address or statement to those present; I saw it in the Tribune, Heach and Timez.

Q. Did you say anything like this?

"In g ving his opinion as to the causes of the calamity, Mr. Ridder cast much blame on the officers—first, for firing up to such a dangerous extent; secondly, for continuing to run the boat in her then condition after remeastance; and thirdy, that there were no irre-bucklets can be a such a dangerous extent; secondly, for continuing to run the boat in her then condition after remeastance; and thirdy, that there were no irre-bucklets can be a such as the continuing the secondary of the such as a such that the Times represents you to have said, you sad just the opposite?

A. Just the opposite; I did not say anything about their running the boat sfer remonstrance.

Q. Did you say anything about the want of fire buckets?

A. I might have said they were all in use.

Q. But the general scope of your observations at the indignation meeting was to exonerate the officers, whom the meeting was called to condemn?

A. Yes I did not go to the Times office to correct it; no two of the papers were alke.

Mr. Hall—Then you let it go forth to the world that you censured the officers when you desired to exonerate them.

A. I never contradicted the statement in any paper.

To hir. McMahon—The observations I made in favor of the officers were received with disapprobation. They did not threaten to throw me out of the window, but they prevented another person speaking after me.

To the Jury—I will be 65 years of are to morrow; the first stembook and hirder as a lu 1607; I don't recollect livingston; I was in the war railed to the third, and yn name stands recorded with Washington's.

John Van Buren (not the Prince), examined by Mr. Wheaton, deposed—resided at Kingston; I am a lasyer; I was on board of her at Albany; I left her at Kingston; if you can be a supplied to the fi

at the time; I did not see any one jump over before she was turned to the east shore; they jumped over in a crowd; I went down the river till we got abreast of her; I was towing barges at the time; when I got abreast of her I took four men in a boat with me, and went to assist in

took four men in a boat with me, and went to assist in saving passengers.

Q. Did you see any of the officers assisting passengers.

A. I cidn't see any but Mr. Elmendorf; he was all wet, and looked as if he had been in the water.

Q. Did you see any thing of Mr. Collyr?

A. I saw Mr. Collyer in the water with boards, and dragging passengers ashore with the boards, he having hold of one end and the passengers the other; in my judgment, as a pilot, I think that vessel could not have been put ashore any different way to save the lives on board her.

Q. What hazard was run by the pilot, as to the machinery, in running her ashore.

ery, in running her ashore.

A. I should calculate her wilking beam would have come down on the top of the pilot, and that the vessel would be store in; I never examined the vessel much but I should think she was a good built reasel to stand what she did stand.

The witness was not cross examined.

Judson Morey, ilot on the North river for over twenty years, examined by Mr. Bette—In 1852 I was pilot of the Alida; I knew the Clay and Armenia; my boat has run on the same days with the Clay; in the summer of 1852 the general hour for the Clay to be in New York, leaving Albany at 7, was 3 o'look; I was in the Alida on the 28th July, 1852; I was going North; I left the city of New York at 7 o'clock in the morning; I met the Clay at Exopasisland, about \$5 miles from New York.

Q. How was the Alida going that day?

A. She was going at a moderate rate for last years travelling; I have timed the Clay's revolutions, and seen her make from 27 to 28 turns to the minute as near as I could time from one boat to another; I could not describe the condition of the Alida's boilers, for I had not the charge of her; her boilers are old; her speed, last year, was the ordinary speed; it is the same since; the Clay with a very favorable tide would make 22 to 22 miles the hour; is dead water she would make 22 to 22 miles the hour; is dead water she would make 20 miles; Q. Can you judge of the speed by the heat of her chimneys? A. Not that I know of; the boat, in my judgment, could not have been put on shore better.

The Court theught it was not necessary to spend more time on that point.

Cross examined by Mr. Hall—When I counted the revolutions of the Henry Clay, I was going the same way with her. Q. Did you pass her? A. Yes, sir. Q. That's a pretty good gait if she was going 27 or 28 miles;

A. Yes, sir the Alida's is able to go; it was in the fore part of the assason of '\$2\$ that I counted the revolutions of the Henry Clay to no board at Newburg, in the meight of the beginning of May.

William L. Simmonds examined by Mr. McMahon—I

Q.-If a vessel is in your suction, and you want to get

away from her, how will you do? A. I would try and crowd her on another vessel; if that didn't do, I would dodge her, and try and get away from her; the captain's clerk has nothing to do with the fires; it is the duty of the single set to obey the pilot's bel.

To Mr. Dunning—When I say I saw the Henry Clay in New York before 3 o'clock, I was in company with her from Albany. Q.—Were you racing? (Objected to.) A.—We would be sometimes ahead of her, and she sometimes ahead of ne; the Reindeer was the fast-sat heat of us; the Heindeer stopped running before the accident to the Henry Clay; the Reindeer was the fast-sat boat. Q.—Have you ever seen their speed tested? A.—I suppose they were as much tested on the river as horses on the road.

Ambrose Bradley deposed.—I am engaged in following the water: I was passenger on the Henry Clay the day she was burned; at the time the boat was run ashore I did not observe flames at the pilot house; I did immediataly back of it, round the smoke pipe and engine. Q Did you observe Mr. Elmendorf's wife in the pilot house? A. I did not know who she was; I saw a lady there; the after part of the pilot's house was on fire when the boat got on shore, and that spread about in the vi inity very rapidly; I observed one boat on the larboard side of the promenade deck.

The witness was not cross-examined. The case was then adjourned to Monday at 12 o'clock.

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Aqueducts in California.

TO THE EDITOR OF THE NEW YORK HERALD about California, my home for almost three years, mention has been made of the canals, or ditches, recently built to supply the lack of water in the mines. A letter, which appeared in your paper of October 23, states what, in this respect, enterprising men in Tuolumne county have done. Ditches of more or less extent, built at more than \$300,000, and bringing something like \$10,000 per week income, are in operation or will be soon finished. This has been done in this seuthern mining county, which is not considered so rich as the northern counties of Calaveras, El Dorado, Placer, &c. But the necessity of supplying the placers or mines regularly all the year with water, is the more general and urgent in a country where, for seven montas, hardly a drop of rain falls.

Allow me to add some more information on the progress of these most useful and highly interesting works in Nevada and El Dorado counties; upon them depends mainly the regular yield of the placers, and the successful progress of mining in general in California. I am acquainted with the following canals, the first three being in Nevada county, and the remainder in El Dorado county, viz:—

1. The Rock Creek Canal, eight miles long, \$20,000 costs; \$5.572 monthly dividend.

2. The Deer Creek Canal, eight miles long, \$20,000 costs; \$5.572 monthly dividend.

4. The Weber Creek and Coon Hollow Canal, fourteen and a half miles long, \$26,000 costs; \$7,000 monthly dividend.

5. The Gold Hill Canal, ten and a half miles long, \$9,265 costs; \$4,420 monthly dividend.

6. The Bradley, Berdan & Co. Canal, ten and a half miles long, \$12,000 costs; \$2,197 monthly dividend.

7. The South Fork Canal, twenty-six and a half miles long, eighteen miles finished, about \$550,000.

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7. The South Fork Canal, twenty-six and a half miles long, eighteen miles inished, about \$550,000.
At present of eighteen miles in operation, \$9,000 monthly income, to be finished at the end of the year. This canal differs from all the rest, for being not a ditch, expose to desceration and evaporation, but a solid rectangular plank flume throughout. It brings the water from the South Fork of the American River down to Placerville—the seat of the company—and vicinity almost to the Scramento Valley. The capacity of the canal is fourteen feet—It is provided with large reservoirs for the collection and distribution of the water, and traverses the most extensive and richest mining district in California, both of surface and cayote or tunnel mining, which is almost entirely devoid of water. When entirely fluished, it will bring about \$80,000 monthly revenue. A regular supply of water for the miner's pan, rocker, long tom, rippie box, sluice box, or more complicated machinery, is indispensable to save time and labor. An experienced miner and engineer told me, that with the labor lost in California, especially from lack of water, a ship canal from San Francisco to Liverpool might be built.

Be sure that, without these works, which are calculated to bring the water to the tops of the hills in order to use it in the ravines and on the hill sides, of course quite the reverse of the ship canals or ditches, which seek the level of the valleys, the gold stream flowing from this land to the east would soon dry up. Their importance is immense for California and our common country. As the mild, geuial, uniform climate of California has mightily promoted the rapid developement of this country, so will these extensive aqueducts contribute a mighty share to make these developements permanent and more general. There is not the least doubt that this enterprise will stimulate another, the perfe

there will be indeed gold for the farmers, gardeners, and mechanics.

The companies which have executed these works have raised the large means for their execution at home. But some of them have been obliged to borrow money on bonds. It may be that these bonds will appear in the Eastern market side by side with California State and City bonds, and be among the best in the market, for these aqueducts are at present the very nerve of the mineral wealth of California, and, of course, of the commercial relations between the Atlantic and Pacific coasts. These works, requiring much time and so large sums for their completion, prove, besides, that society is fast improving in its character. There must be confidence completion, prove, besides, that society is fast improving in its character. There must be confidence in the administration of justice where men invest more than \$500,000 in a single work. There must prevail a sober spirit of industry when men invest their money in an enterprise requiring years for its completion, where they have ready chances for investments at three and more per cent per month. Indeed, people in California seem to be as well aware as others that solid industry and honesty is good policy.

Jugg.

DEATH OF A VETERAN MAN-OF-WAR'S MAN IN ENGLAND.—On Saturday last, William Scarlet, an inmate of the Cockermouth Union Workhouse, died there, in the 89th year of his age. He was an American by birth, and had been a sailer in the American commercial marine, but was pressed into the British naval service when a young man. Whilst in the royal navy he served under Howe and Nelson, and was present at six general actions, including those of Copenhagen, the Nile, and Tratalgar. Besides these be was engaged in a great number of actions between single vessels, boat expeditions, cutting out affairs &c. He received a pension of 1s. 7d. per day, but deemed himself entitled to a higher one, and petitioned the Admiralty accordingly. He appeared before the board somewhat intoxicated, and on being told that his petition was rejected, and that he ought to feel grateful to his King and country for what he was receiving, replied, "D—n the King and country." For this offence he was struck off the list, and, after a long struggle with poverty and the infirmities incident to age, was compelled to solicit carochial relief, and became an inmate of the Cockermouth Union, where he continued until his death.—Cumberland Packet, Sept. 24.

Utica and Binghamton Railroad.—This road has been indefinitely postponed. The directors some weeks ago issued a notice that they would proceed with it when \$500,000 of stock was subscribed, and appealing to the towns along the line to take their quotas. This has not been done, and we now learn from the Utica Herald that no further steps are to be taken in behalf of the road at present. We are not surprised that this bubble has exploded.

not surprised that this bubble has exploded.

Freshet on the Kennebec and Androscoggin Rivers.—The heavy rains of the first of the week have swellen the Kennebec and Androscoggin rivers greatly. On the Upper Kennebec, near Skowhegan, jans of logs have formed, covering acres, and rising in some places from ten to twelve feet, and below the river ran full of legs. Many of the principal booms have been carried away, and considerable damage has been done. At Augusta, so says the Bosner, "considerable dam gre is apprehended to the works upon the Kennebec dam from the andden rise of water in the river. The bulkhead of the canal on the western side, which was weakened by the late fire, and but temporarily repaired, has given way, and the current is setting with much force upon the unfini hed foundations of the mile now in progress of building. We are in hopes, however, that the water will subside without doing serious further injury." On the Androscoggin, the water rose several feet, but we hear of no serious damage being done.—Portland State of Maine Oct. 28.

WEALTH OF Sr. Louis .- The following is a com-Wealth of St. Louis.—The following is a complete agg egate statement of the tax books of the city and county of St. Louis, Missouri, for the year 1853:—Acres of lend, 348,736 67,700, \$9,750,546; town lot, 19,995, \$26,632,692; money loaned, \$493,454; furniture, \$458,552; shot towers, \$234,205; printing presses and materials, \$58,800; brokers, \$143,376; State and county warrants, \$1,127,856; money invested, \$539,022; insurance and other streks, \$1,20,204; steemboats, \$294,300; slaves, 3,602, \$992,890; horses, 7,988, \$318,749; cattle, 8,070 \$91,327; coaches, carriages, &c., 1,278, \$144,768; watches and clocks, 3,116, \$92,896; plate, \$15,535; library, \$13,220. Total, \$45,805,611.

CAPTAIN INGRAHAM IN HIS BOYHOOD.—A correspondent at Holmes Hole, sends us the following:—Capt. Peter Daggett was coast pilot of the Congress frigate in ISIS, during the late war with Great Britain. They had on board the Congress a midshipman, a lad of about 10 years of age. One day, while at sea, they saw a ship, which they afterwards took and made a prize of. When the ship was discovered in the distance, Capt. Daggett and the little middys were on the forsyard. Captain Daggett had a glass through which he looked at the ship. The young midshipman inquired, "What do you make of her, is: "P. Capt. Daggett took the boy under his arm and ran out to the end of the yard, where they could get a better view of the vessel. "Oh, sir, said the boy, "I hope she is a frigate, and that we shall have a hard fight, and that every officer over me will be killed. Then I shall be cap tain, and you and I will take the two ships into port, in grand style." This brave little fellow is now Commander Ingraham—the hero of the late affair at Smyrna.—Vine ard (Edgartown) Gazette.

Curious Indian Story.

TO THE EDITOR OF THE NEW YORK HEBALD.

New YORK, Oct. 25, 1855.

Yesterday a half breed Indian, from the Blackfeet tribe, called at my store, No. 100 William street, and asked for work. On being asked what had been ha hunter and trapper in Oregom. On being questioned, he stated that he had been employed by a party of white men as a guide. He came on with them to Existor, Penn, as they promised to learn him to read, &c., and also to give him money to buy a rifle and other equipments, and also for his journey home again. He stated that he had been to school at Easton for about six months, and had learned to read. He sought for them, to get money for his equipment, but found they were gone. On being asked to give a narrative of his birth and parentage, he gave a rather suspicious account, which led me to believe him an impostor. I had given him a trifling amount of money at first, and, therefore, at the conclusion of his story told him to go, as I should assist him no more. But I now believe him honest, and, if I can fid him, am willing to buy him the necessary equipments and give him money for his journey to his forest home. I have never seen a person that was his equal in shrewdness and wit. Not knowing where to find him, the only means now left is through the columns of your widely circulated paper. You will, therefore, perform an act of charity by giving the following statement a place in some conspicuous part of your paper:

On the morning of the 24th instant, a half-breed Indian called at No. 100 William street, up stairs, and wanted to get work. He stated that he was a hunter and trapper, and belonged to the Blackfest tribe. He wanted work, to obtain money to buy him a rifle, tomahawk, knife, and blanket, so that he might start for his home on foot. I will furnish him with money for his equipment and also for his journey. Should he call on any merchant, or others, in this city, they will do him a great favor by telling him to call on me again. He is about 5 feet 9 inches in height, th

Washington National Monument.

As elections for members of Congress, &c., will be held during the ensuing months in several States of the Union, the Board of Managers have deemed it their duty to request the Judges or Commissioners who may be appointed to take the ballots of the voters, to put up boxes at the different localities where elections will be held, for the purpose of receiving such contributions as the admirers of the Illustrious Father of his Country may think proper to deposit in aid of the great monument now in course of erection in Washington City to his memory.

They feel assured that when this noble and patriotic purpose is presented to the people, they will not hesitate to give their mite for such an object; and it now becomes more necessary, as the funds of the Society are rapidly diminishing, and may not soon be adequate to carry on the work. A small contribution from each citizen or voter throughout the United States, would be sufficient to complete the monument—a work intended to add to their glory as well as to honor the memory of the illustrious dead. A half dime is but an inconsiderable sum, and yet a half dime is but an inconsiderable sum, and yet a half dime is but an inconsiderable sum, and yet a half dime contributed by every inhabitant of our country would rear the grand structure, now in progress, to its destined completion. It will be pitiful, wondrous pitiful, if out of twenty-five millions of souls who inhabit this great country, rendered independent, properous, and happy, mainly by his exertions and devotion to its cause, the sum necessary to erect a monument worthy of such a man could not be completed for the want of the small pecuniary aid which every American should feel it his pride, as well as his duty, to afford.

At the last presidential election, the plan of obtaining contributions at the polls, (thus testing the patriotism and liberality of the voters and others) was attempted, though the previous arrangements were not such as to ensure a very full collection, the res

GEO. WATTERSTON, Sec. of the W. N. M. S.

Sale of Horses at Springfield.

On Saturday at Springfield, after the closing of the National Horse Show, a number of the animals were sold. We copy the correct list from the Republican:

George Washington, stallion, sold to P. Crispell, of New York, for \$550. He was a large 3 years old colt, sired by Cassius M. Clay, and very fast. He has passed around the track in 3:25. White Mary, breeding mare, sold to Mr. Britton for \$400. This was the dam of Cassius M. Clay. White Mary's colt, 6 months old, sold to P. Crispell, of New York, for \$150. American Eagle, stallion, sold to D. E. Belton, of Coburg, Canada, for \$1,450. This was a large splendid horse, and was raised at Flushing, L. I. Sable Sisters, pair black mares, sold to A. B. Atherton, for \$550. They were the property of Josiah Crosby, of Andover. Champion, stallion, rold to Col. James M. Thompson, of Springfield, for \$300. This was a large iren gray English horse from Canada. Bay Gelding Dante, from New Haven, sold to A. L. Devans, of Ware, for \$130. Young Quebec, gelding, sold to A dams & Co.'s (Express,) for \$200. This horse was from West Meriden, Ct., and cheap-at the money. Topsy, thorough-bred stallion, sold to G. S. West, for \$775. Hambistonian Morran, stallien, sold to J. M. Thompson & Co., of Springfield, for \$255. A large Morgan horse from Londonderry, Vermont. Black Hion, stallion, sold to D. E. Bol'on, of Canada, for \$250. Jenny Lind, thorough bred mare, sold to Captain Newman, of Vermont, for \$300. The horse came from Cornwall, Vermont. Bay gelding, sold to Mr. Johnson, for \$175. Bay gelding liobert, sold to D. H. Ferris, of New York for \$225. Sitver tailed mare, sold to A. Rayvold, of Delaware, for \$180. Sir Henry, gelding, sold to Mr. Johnson, for \$175. Pay gelding liobert, sold to D. H. Ferris, of New York for \$225. Sixver tailed mare, sold to A. Rayvold, of Delaware, for \$180. Sir Henry, gelding, sold to Mr. Johnson, for \$175. Pay gelding tobert, sold to G. A. Matteson, for \$400. Pair Arabian horses,

Work Chalked out for the United States.

A Spanish paper—La Paz, of Seville—in a remarkable article discussing the question of the annexation of Cuba by the United States, thus foreshadows some of the consequences which would result from that initial measure:—

It is incontestible, since the government at Washington has not taken pains to deny it, that the American Union aspires to the absorption of the Island of Cuba, and it is not less evident that once mistress of the greatest and richest of those European possessions, the acquisition of the others, or the repetition in all of them of the St. Domingo slaughter, would be ne difficult matter.

Now, the loss of Cuba would import for England the loss of Trinidad, which commands the mouth of the Orinco—that of Tobaga, that of St. Lucia, Greenada, the Grenndines, Barbadoes, Dominica, Moniverrat, Antigua, Nevis, St. Cristopher, Anguila, the Virgin Islee, Jamaica, and the numerous Archipelago of the Lucca Islands.

It would import for France the loss of Guadeloupe, Martin que, Deseada. Los Santes, Mariegalante, and part of St. Martin.

It would import for Holland the loss of St. Eustace, Java, Curacao, Orruba, and Buen Ayre.

It would import for Sweden the loss of St. Bartholemew. It would import for Sweden the loss of St. Bartholemew. It would import for the Emperor Soulouque the loss of Hayti.

It would import for the Emperor Soulouque the loss of Hayti. Work Chalked out for the United States.

It would import for the Emperor Scaledque to Complete abdication of her power, of her representation, of her influence, of her interests in the American reas, and the absolute preponderance of the United States, to whose strength nothing could, from henceforth, be opposed.

HEALTH OF NEW ORLEANS-ABSENT CITIZEN

Health of New Orleans—Absent Citizens Invited Hore.—The weather has again become coul and delightful, and we take occasion to reassure our absent citizens, and also strangers, that there is not the least danger is coming to the city. We suppose there has been in no sense of the term any epidemic here for at least ten days past. Several days have elapsed since the Board of Health officially declared that the yellow fever, as an epidemic, had disappeared from our midst, and the Board acted with great caution in making the announcemmet. We understand that some of our physicians had advised their absent friends, even before the announcement of the Board of Fiealth, that there was no danger in returning to the city. The cemetery reports show a small number of deaths by yellow fever for the last week, (mostly at the Charity Hospital, but the rate of mortality by that disease does not average so n uch per diem as it did last year for the whole month of October. We are informed that no case of black tomit has occurred at the Charity Hospital for nearly three weeks. We doubt if there be any city in the Union more healthy at the present moment than New Orleans, and we know there is none now enjoying more delightful weather. So, absent New Orleanians, one and all, we bid you immediately to report yourselves for duty at headquarters, Crescent City. And, strangers, you are welcome.—New Orleans Ficayene, Oct. 18.

The Galveston News of the 14th inst. says :—The sexton's report for the seven days eading on the 13th inst. states that there were thirty-one interments in that period. The diseases are not given, but we presume they are nearly all fever.

The Isdianoia Bulletin of the 12th says that, ten or twelve days previous, the citizens had atrong hopes that the disease was rapidly abating, but a succession of intensely hot days and cool nights had revived the fever and caused several deaths. The deaths for seven days had been eleven—six children and five adults.

Among the deaths in Indianoil by the fever, we notice the names of Lieut. George C. Barber, U. S. A., and Mr. Bernardo Segui, Jr. 1seut. Barber had been but a few weeks married to the daughter of Major Babbitt.

The fever was still raging at Isvaca. The total number of deaths, up to the 12th inst, was twenty-seven. Among them we note the names Dr. Moses Johnson and Capt. George W. Adsms. The total number of deaths in Indianola, to the same date, was eighty-seven.

Hut two deaths from fever occurred in Victoria during the week andige on the Sth inst. Neither of the cases originated there. One of them was a stranger from Alabama, named Durant Nobles.

The Austin Southwesters. American publishes a letter from Belion, stating that some Indians made a deacent on the settlements eight miles above Belton on the 29th ult., and stole twenty-dive horses. A company of fitteen men sare also and to have been seen in several places. The editor of the above paper attributes this movement eartirely to the breaking up of the inner line on that frontier, and the opinion appears to be entertaised that this is only the commencement of more serious troubles from the recovery of the tract on which Austin is built is scarcely spoken of in Austin, and no interest whatever is taken in it, for the reason that nobody imagines there is the remotest chance for the success of such suit It does not affect the present titles or the value of property, in the least.

It is in contemplation to cr

guns, and one twelve-pounder bronze he witzer, completely equipped with harness, caissons, battery wagons, travelling forges, and a suitable supply of fixed ananition. This battery is to be beld subject to the order of General Smith.

The same paper has the following announcement of the arrival of troops in that vicinity:—

On Thursday last, 29th uit, the battalion of 5th infantry, from Phantom Hill, under-command of Brevet Col C. A. Waite, lieutenant colounl 5th infantry. Archibald Tay for assistant surgeon, arrived and encamped at Camp Worth. The battalion is composed of the following companies:—

Company K. fifty-five rank and file; Brevet Major N. B. Russell, commanding; lat Lieutenant C. W. Lear, battalion adjudant; 24 Lieutenant D. C. Stifty: Brevet Lieut. H. H. Gaibor, acting assistant quarter-master.

Company G. fifty-five rank and file; Capt. J. C. Robinson, commanding; 24 Lieut. W. H. Lewis.

Company C. fifty-five rank and file; lieut. Benjamin Wingate, command ng.

Officers, and soldiers are all in the enjoyment of good health.

Brevet Lieut. Col. D. Ruggles, Brevet Major Fowler and Lieut. Neil, of the same regiment, arrived on the same day, via Fort Mason.

Four companies of the 5th are expected this week. These troops will not be ready for marching for a week or two.

The companies of the 8th infantry, which had for some time 'previous been encamped near San Antonio; left on the 3d instant, for Ringgold Barracks, on the Rio Grande. The citizens gave them a complimentary ball previous to their departure.

TERRIBLE ACCIDENT IN BOSTON—THREE MEN KILED AND THREE SNYRRELY WOUNDER.—About ten o'clock this morning, while a gang of laborers were engaged in demolishing a stable in the rear of the Femberton House, the brick walls of which stood at right sugles, as the men razed one of the walls by prying, the other fell in upon them, 'Illing two of the men in stanty and wcunding four others, one of whom was taken from then o'clock this morning, while a gang of laborers were engaged in demokable and the same fe

FATAL RENCONTRE IN VIRGINIA.—A bloody tragedy, says the Petersburg (Va.) Intelligencer, was enacted at Dinwiddie Court House on Monday evening. Thomas J. Lewis, believing that E. A. Lewis, had invaded his conjugatights, was in the act of denouncing him therefor, when the latter seized him and a scuffle ensued, during which Thomas fired a pistol at Edward, the ball of which passed through his right lung and lodged near the back just beneath the skin, having almost perforated his body. The wounded man lingered till midnight, when he expired. Court being in session, Thomas J. Lewis delivered himself up and awaits his examination. Edward, we understand, solemnly denied in his dying moments before all around him that he had ever committed the offence which was imputed to him by his relative.

The Late Snow Storm.—On Monday snow to

puted to him by his relative.

THE LATE SNOW STORM.—On Monday snow to the depth of one and a half inches fell about sixty-five miles above Petersburg, Virginia. At Hollidaysburg, Pennsylvania, the snow is reported to have fallen to a depth of one foot, and two feet deep on the mountains near that place, by four o'clock on Monday afternoon, at which hour it was still snowing. At Harrisburg, sufficient snow fell to cover the ground some six inches had it not melted. Four or five inches of anow fell at Albany, on Monday afternoon and night, but only served to make pedestriantsm disagreeable. Snow also fell at Rochester and Poughkeepsie, New York. At Staunton, Virginia, it was from ten to fifteen inches deep, in many places, it is saic, breaking the limbs of trees.

AMERICANS DIED ABROAD.—Information has been received at the Department of State in Washington from the acting Consul of the United States at Hong Keng, Henry Anthon, Esq., of the death of the following American

Henry Anthon, Esq., of the death of the following American scames:
John McDorald, April 10, place of residence unknown.
Samuel Wheeler, July 16, place of residence unknown.
Frank Seiver, July 17, place of residence unknown.
James Bay, July 25, place of residence unknown.
Samuel Serens, June 26, has relatives residing at New
Haven. Protection 567, district of New Bedford.
R. Heycock, April 20, has relatives at or near Lima,
Pennsylvanis.
James Washburn, July 10, parents residing at Esopus,
between Hudson and Athens, New York.

DISASTROUS FIRE.—The Lewisburg, (Pa.) Chronicle says, that the most serious fire ever witnessed in the town broke out on Saturday evening last, about 11 o'clock, in the steam saw mill and board yard of Mossra. Frick, Slifer & Co., totally destroying the mill, the new county bridge over Builalo creek, three boats on the stocks, just finished and ready to launch, for the Delaware and Rartian Canal Company, and a large quantity of valuable boat stuff and sawed lumber. Two boats lying under the bridge, in the creek, were greatly damaged, but eleven others were fortunately saved uniquired, together with a considerable amount of lumber, boat ribs, &c. Frick, Slifer & Co. estimate their loss at \$20,000—insurance only \$2,500. The bridge cost \$4,200, and is a total less, except a portion of the materials in the abutments and pier. The fire spread with unexampled rapidity, raging so furiously as to cut off all possibility of reaching either mill or bridge. A young man named Benj. F. Stone, had been arrested on the charge of designedly causing the fire.

PASSENGERS AT QUEBEC.—The following is a com-parative statement of emigrants arrived at the port of Quebec to the 20th of October, 1852 and 1853:— | Record | R 8,714 14,976 4,682 4,849 2,429 435 36.085

THE FAME OF BOSTON CORNERS.—An old citizen informs the Troy Whig that a duel was fought at Boston Corners some forty years ago. He says the names of the parties were Price and Livingston, both young men, and the challenge prew out of some ball room affair. The shots of neither proved fatal, though Livingston was wounded. Price was so well satisfied with his skill as a marksman that he afterwards, upon a very slight cause, challenged an English officer, and the challenge was accepted. The result was that that Price was killed by the first shot. So it seems Morrissey and Sullivan were not the first to confer distinction on Boston Corners.

CATALERSY.—The Providence Post says:—About CATALEPSY.—The Providence Post says:—About three weeks ago, the wife of Mr. Henry Colvin, of Coventry, rose in the merning, complaining of a pain in the side. She soon fell asleep, or died, as supposed. When her friends came to at end the funeral, they were struck with the remarkably life-like appearance of the corpse, and the funeral was deferred. Since then she has laid in the same condition, and many have visited Mr. Colvin's house, none of whom can discover any right of decay. There had been no alteration on Friday, 21st, a period of about three weeks

Arrivals from the Fishing Grounds.

The Boston Francille of the 24th inst. contains the felowing letter from Gloucester.—

Grounders, Oct. 25, 1953.

From fifteen to twenty sail of vessels have arrived at this port during the past three days from the mortheest fishing grounds. Even of them have been absent three months, and they bring news up to the 18th inst. Maskerel was very scarce on the ground. The schooler Alpha, Adams, after a cruise of fourteen weeks, returns home with only 35 barrels. Some of the fleet have done better. We learn that at this late time there are nearly 500 sail of American fishing vessels on the coast. Some two weeks ago there was a fleet e 200 making a harbor at Port Hood, all having very sim fares on board.

The British naval equadron has been ordered to remain on the ground until the 15th of December. Two of the steamers and three cutters were at anchor with the leatin Port Hood. Most of the vessels have been boarded by H. M. officers from the steamers, and their papers, &c., examined. Some of the officers have informed our fishermen that it was small business to be engaged in, but they do their duty. The officers of H. M. steamer Rasilisk are highly spoken of for their very gentlemanly treatment, &c., of the American fishing vessels this season. Some of the captains of our vessels think that the steamers have cruised over the ground so much for the past two seasons, that it has been a great injury to the mackerel, frightening them away, and breaking up large schools by their noise, &c. There is probably mod doubt of the fact that steamers are a great injury to this kind of fish makerel, and our fishermen could run out a short distance and load their vessels in a few days, and breaking up large choels by their noise, &c. There is probably mod doubt of the fact that steamers are a great injury to the mackerel have gradually disappeared and they grow more scarce every season; so much so that enough cannot be obtained to supply the demand for consumption. At the present time there is no

Racer, has now been absent ever two months, with a smart c-ew of Gloucester men, and by the last news from him. (two weeks since.) he only had thirty barrels.

List of Patents

Issued from the United States Patent Office, for the week ending Oct. 25, 1858, each bearing that dite:—Calvin Adams, of Pittsburg, Fa.—For improved window shutter fastener and holder.

G. T. Beauregard, of New Orleans, La.—For improvement in self-acting bar excavators.

Erra H. Bawes, of Litchfied, Maine.—For improvement in devices of a convertible dung fork.

Frederick P. Iimpfel, of Philadelphia, Pa.—For Improvement in propelling vessels.

Augustus Eliaers, of Boston, Mass.—For improvement in library step chairs.

Wooster A. Flanders, of Sbaron, Vt.—For improvement in library step chairs.

John D. Filkins and Wm. H. De Puy, of Lima, Ind.—For improvement in attaching horses to plows.

Samuel Hutchinson of Kockport, Ind.—For improvement in cutting and planting potatoes.

David S. Mackey and Jarvis R. Smith, of Batavia, N. Y.—For improvement in winnowers.

E. G. Matthews, of Troy, N. Y.—For improvement in ship's side lights.

Alphonee Quantin, of Philadelphia, Pa.—For improvement in ship's side lights.

Alphonee Quantin, of Philadelphia, Pa.—For improvement in metallic piston packing.

Wm. W. Richards, of Philadelphia, Pa.—For improvement in metallic piston packing.

Wm. W. Richards, of Philadelphia, Pa.—For improvement in spring clamps for clothes lines.

Jacob T. Sargent, of Sutton, N. H.—For improvement in spring clamps for clothes lines.

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Jacob T. Sargent, of Sutton, N. H.—For improvement in seed planters.

David M. Smith, of Springfield, Vt.—For improvement in attaching the head cringle

looms for making weavers' harness.

DESIGNS.

N. Putnam Richardson, of Portland, Maine.—For design for cooking stoves.

Joseph A. Read, of Philadelphia, Pa., assignor to William W. & Charles M. Atkins.—For design for register.

liam W. & Charles M. Atkins.—For design for register.

Dormestic Miscellany.

Governor Lowe, of Maryland, has issued his proclamation appointing the 24th of November to be observed as a day of thank sgiving.

All the prisoners in the jail at Ellicottville, Catarangus county, five in number, made their escape on the 24th instant.

Two hundred and twenty dollars have been contributed by the citizens of Louisville for the relief of the widow of Patrick Shannon, who lost his life at the fire in that city, on the 21st inst.

The wife of Burwell Bridwell, residing in the vicinity of Springville, Lawrence county, Indiana, was killed one day last week by the falling of a sapling.

On the 18th instant, in the Nashville paper mill, Mr. James Stephens was killed, by being caught and wound arourd a shaft that drove a grind stone at which he was at work.

A convention is to be held at Lexington, Rockbridge

at work.

A convention is to be held at Laxington, Rockbridge county, on the 17th of November, to organize an affort to obtain a charter for a railroad throughout the extent of the Valley, connecting the Manassas, the Central and the University and Touronsea Fallroad. Virginia and Ten

Virginia and Tennessee Rallroads.

The Ohio river is said to be lower than it has been for many years. Less than two feet in the channel at Pittaburg.

The promised leves of the sons and daughters of Maine will be holden this evening at Fancuil Hall, Boston.

A man named Wagoner, who was confined in the Knoz Jail, in Kentucky, awaiting the execution of the sentence against him for murder, escaped from his confinement on the 22c instant.

The first Agricultural Fair ever held in North Carolina, has just closed at Raleigh. The attendance is said to have been very large. Hon. Mr. Venable delivered an address on the occasion.

French physicians assert that one great cause of people losing their hair, and also preventing its growth, is the drinking of great quantities of tea.

Extensive arrangements are making for the Agricultura Fair, which commences at Norfolk, on the 15th of November.

The barbers of Washington City prepose to raise their price for shaving, on and after the 1st of November.

Robert Farkhill has been orde ed by the Supreme Court of Rhode Island, to pay Rebecca Boyd, \$500 for not fulfiling his promise to marry her.

The grain measurers of Albany struck for an increase of wages, and their demand was accorded to. They asked an increase of six cents per one hundred bushels.

an increase of six cents per one hundred bushels.

An animal was shot in Litchfield, the 20th isst., which was pronunced to be a sixth, of the same kind as are found in South America.

A fire occurred in Louisville, on the 20th inst. by which a man ramed Patrick Shannon, was burned to death

A new pet olium, or oil spring, it is said, has been discovered in Western Virginia, near the forks of the Hughes river. It was found in sinking a well for sait. Instead of sait, however, the spring commenced blowing out mineral oil, and has so continued to furnish it, ar intervals, up to the present date; about fourteen gallons of oil being preduced every fifth day.

DRAINING OF THE CAYUGA MARSHES.—LETTINGS DRAINING OF THE CAYUGA MARSHES.—LISTTINGS,
—The contracts were let on thursday. For excavation in
the Seneca river at Mosquito Point, and between that and
Jack's Reef, there were thirteen propositions, ranging
from \$113,500 to \$32,200. The contract was awarded to
Milton Morey for the last named sum. For Jack's reed
and State citich were seventeen bids, ranging from \$77,006
to \$92,220. It was awarded for the last named sum to
William Endwin. It was a spirited bidding, and most of
the competitors were at high figures. As awarded, the
prices are considerably higher than the usual rates.—
Syracus Journal.

TROUBLE AMONG THE NORTHWESTERN INDIANS.

—Mr. E. A. C. Hatch, who returned via Red Lake from Fembina, on Sunday last, informs us that a war party of the Chippewas, who went out from that place a few weeks since, had returned with the scalps of sixteen Sloux, which they had captured on the Sheysense. Another war party which had returned to Red Lake on the same day of Mr. Hatch's arrival there, brought with them one scalp, and reported having had a severe engagement with the Sioux on the plains, in which several of the latter were killed.—Minnessia Democrat, Oct. 5.

SNOW STORM IN TROY.—We had yesterday the first snow of the season. It commenced snowing a little after noon, and continued snowing till late in the evening, and the storm was accompanied by a high wind. The weight of the snow upon the shade trees broke off the branches and mutilated them badly. The telegraph wires were broken down in almost all directions.—Troy Budget, Oct. 25.

THE FIRE IN THE WOODS.—The fire in the woods in Michigan was checked by a recent rain, but it is still burning in many localities. Tens of thousands of acres of forest have been destroyed, and of the top soil, to the depth of nearly a foot in many places, nothing is left but ashes. It is estimated that more than fifty baras and houses have been burned, with miles of funces, and many thousands of dollars worth of saw logs, cord wood, &c.